

## 2014 MAINTENANCE OF WAY SPENDING REPORT

JEFF STAGL, MANAGING EDITOR - PROGRESSIVE RAILROADING MAGAZINE

A majority of the 72 freight and passenger railroads that responded to Progressive Railroading's 2014 survey expect to spend more on maintenance-of-way (MOW) work and take on more projects on a year-over-year basis.

Overall, billions of dollars are pegged for both typical MOW projects, such as replacing rail, ties and ballast, and atypical ones, including the installation of fiber optic cable and construction of a fare collection facility.

To complete all planned work, track time will continue to be a precious commodity - as always - in the face of mounting traffic and ridership.



### CONRAIL

**2014 MOW budget:** \$35.6 million.

**2013 MOW budget:** \$35 million.

**Reasons for increase:** Inflation and material pricing.

**Rail:** Install or replace 10.3 miles of rail, including new CWR installation, 136-pound RE common and heat treated, and relay CWR installation, 127-pound Dudley.

**Special or unusual track projects:** Richmond Industrial Track clearance project, for Plate F traffic to Tioga Marine Terminal on the Philadelphia Belt Line North; install 2 additional yard tracks in Port Richmond yard in Philadelphia; and flash-butt welding rail joints to generate CWR in yard tracks and branch lines.

**Sidings:** New Vineland Secondary siding in Westville, N.J., 5,544 feet; lengthen Chemical Coast Secondary siding in Linden, N.J., 8,200 feet; and lengthen Chester Secondary "coal" siding in Lester, Pa., 8.100 feet.

**Grinding/surfacing:** Grind 144 pass miles; surface 65.2 miles.

**Ties:** Install 39,400 wood ties, including 20,000 on the Penns Grove Secondary, 8,000 on the Amboy Secondary; 7,800 on the Sayreville Running Track, 1,800 on the Phoenix Industrial track and 1,800 on the Gillespie Industrial track.

**Ballast:** Install 16,300 tons.

**Bridge work:** Rehab A-frame drive mechanisms for River Rouge Bridge in Detroit, \$750,000, began in February, involves completely rebuilding existing operating drives and manufacturing/installing 2 new frames; rehab bridge in Jersey City, \$400,000, started in May, involves injecting grout beneath the substructure and installing grillage at the bearing; and install remote control at Darby Draw Bridge in Essington, Pa., \$500,000, started in April.

**Facilities:** Install 16 turnouts in 5 yards, including 3 steel turnouts at Bayonne Yard in New Jersey, 3 wood turnouts at Oak Island Yard in New Jersey, 4 steel turnouts at Pavonia Yard in New Jersey, 2 steel turnouts at North Yard in Michigan and 4 steel turnouts at River Rouge Yard in Michigan.

**Unusual project:** Replace 60 spans of Delair Bridge over the Delaware River, project is partially funded by a TIGER III grant; and replace the swing span of the Paulsboro movable bridge over Mantua Creek with a new vertical lift span.



### CSX TRANSPORTATION

**2014 MOW budget:** \$760 million.

**2013 MOW budget:** \$793 million.

**Rail:** Replace or install about 380.2 track miles of rail; 322.9 track miles of new continuous welded rail (CWR) in various locations and 57.3 track miles of relay CWR in various locations.

**Grinding/surfacing:** Grind 21,000 miles; surface 2,993 miles with tie teams and 2,600 miles with CAT teams.

**Double Track:** Continue adding second main track in River Subdivision between Selkirk, N.Y., and northern New Jersey, 7 miles; install new second main track and sidings in Chattanooga Subdivision between Nashville and Chattanooga, Tenn., 5 miles.

**Ties:** Install 3,065,000 wood and 7,500 concrete ties.

**Ballast:** Install 3.3 million tons.

**Bridge work:** Complete steel bridge replacements and improvements systemwide, \$20 million; replace 230-foot steel truss crossing NS and Amtrak in Baltimore, \$15 million; complete timber bridge replacements and upgrades systemwide, \$14 million; replace deck pinned truss in North Branch, W.Va., \$10 million; complete concrete bridge replacements and upgrades systemwide, \$10 million; complete culvert replacements and drainage improvements systemwide, \$7 million; replace deck riveted truss in Springfield, Tenn., \$6 million; complete deck improvements systemwide, \$6 million; and complete movable bridge reliability improvements systemwide, \$3 million.

**Facilities:** Plan to spend \$140 million to \$150 million on capacity projects in 2014, including new inspection yard near Hopkinsville, Ky. Intermodal maintenance projects for 2014 include relay rail and timber/surface work in Cincinnati, New Orleans and Savannah, Ga., yards. Major facilities projects for 2014/15 include consolidating yard offices in Birmingham, Ala., Buffalo, N.Y., and Lakeland, Fla., improving the locomotive service center in Toledo, Ohio, and improving crew and office space at the Mobile, Ala. car shop.



### **NORFOLK SOUTHERN RAILWAY**

**2014 MOW budget:** \$935 million (replacement capital); \$603 million (maintenance capital).

**2013 MOW budget:** \$855 million (replacement capital); \$609 million (maintenance capital).

**Reasons for increase:** A 13 percent increase in capital rail replacement and 8 percent increase in tie capital installations in 2014.

**Rail:** Replace or install 501 miles of new and relay rail, continuous welded rail (CWR).

**Double Track:** Build 4.5 miles of double track in Grove, Ky., \$19 million, complete by 2014's end.

**Sidings:** Build 3.2-mile siding in Goshen, Ind.; extend siding in Shenandoah Junction, W.Va., to 9,000 feet.

**Grinding/surfacing:** Grind 18,000 pass miles.

**Ties:** Install 2.6 million new and relay wood ties.

**Ballast:** Install 2.6 million tons.

**Bridge work:** Total budget of \$60 million for new and rehab bridge projects. Major replacement project calls for replacing a pin-connected truss bridge in Monroe, Mich., \$13.9 million.

**Facilities:** Expand yard in Bellevue, Ohio, add 45 tracks; expand intermodal facility in Rutherford, Pa., by adding more than 400 trailer spaces, 4 more pad tracks, 4 more storage tracks and another lead track.

**Unusual/unique project:** Engineering Department has a significant amount of roadbed stabilization projects planned in 2014.



### **AMTRAK**

**2014 MOW budget:** 700 million.

**2013 MOW budget:** \$541 million.

**Reasons for increase:** The need for work is constantly growing and additional funds are available. About half of the 2014 budget will come from Amtrak general capital and the other half from other sources, such as states and federal programs.

**Rail:** Install or replace 23 miles of rail.

**Major rail projects:** Work will begin this year on the New Jersey High-speed rail project, which received \$450million in American Recovery and Reinvestment Act dollars. To be completed in September 2017, the work calls for upgrading track, catenary, signal systems and electrical power, and reconfiguring switches at the western entrance to Penn Station in New York City. Also will perform state-funded trackwork in Michigan and New York.

**Ties:** Install 104,000 wood and 60,000 concrete ties. Switches/turnouts/interlockings: Install 45 turnouts, including 31 on the Northeast Corridor; construct interlockings in Baltimore, Philadelphia and South Brunswick, N.J.

**Bridge work:** Conduct preliminary design for B&P Tunnel and Susquehanna River bridge replacements in Maryland; advance final design for Connecticut River bridge in Connecticut and Pelham Bay Bridge in New York; continue work on Hudson Yards concrete casement for possible pathway of new tunnels into Penn Station.

**Stations:** Improve accessibility for the disabled at various stations, \$38 million; improve 29 stations; and complete design, assessments or property surveys for 179 stations.



## THE POWER DIRECTOR

“NEWS FROM THE RAILROAD WIRES”



### CALL FOR VOLUNTEERS TO SERVE ON THE NOMINATING COMMITTEE FOR ELECTION OF CHAPTER OFFICERS

In accordance with the Lancaster Chapter, National Railway Historical Society By-Laws, notice is hereby given that the Lancaster Chapter, N.R.H.S. is seeking Chapter Members in good standing to serve on the 2014-2015 Nominating Committee to prepare a slate of eligible candidates for presentation to the membership. If you are interested in serving on the Nominating Committee, please contact Chapter President Tom Shenk.



### AMTRAK ADVANCES PLANNING OF NEW SUSQUEHANNA RIVER BRIDGE

WASHINGTON - April 14, 2014 - Amtrak, in conjunction with the Maryland Department of Transportation and Federal Railroad Administration, has launched a preliminary engineering study for rehabilitation or possible replacement of the 108-year-old Susquehanna River bridge near Perryville, Md. The study will comply with the National Environmental Policy Act and examine various alternatives while considering environmental and historical impacts to the community.



The existing two-track bridge is a crucial link along the Northeast Corridor, but is nearing the end of its useful life. The Amtrak-owned structure also hosts MARC commuter trains and Norfolk Southern freight traffic.

A project website has been launched to provide detailed information about the study,

including: need, description, bridge history, study area map, environmental review information, and proposed project schedule. The website is [www.susrailbridge.com](http://www.susrailbridge.com).

“The Susquehanna River Bridge is a crucial crossing on the NEC,” says Amtrak Vice President of Northeast Corridor Infrastructure & Investment Development Stephen Gardner. “Along with our partners, we continue to work toward a vision for the next generation of this bridge to accommodate the forecasted growth in rail traffic and meet the needs of the local community.”

The project team will develop and evaluate various alternatives based on the need to improve capacity and enhance trip time, reliability and safety for commuter, freight and intercity passenger rail service on the NEC. Alternatives will include new and/or rehabilitated structures with up to a four-track total capacity crossing the river and the reconstruction of the approaches to the bridge, spanning approximately three miles on either side.

The study, which is expected to be complete in mid 2017, also will consider possible improvements to the navigation channel for marine users. Preliminary engineering and environmental work is being funded by a \$22 million federal grant from the FRA. The project is not yet funded for design or construction. [Edited from *Trains News Wire* - Photo by Alex Mayes]

### NORTHEAST CORRIDOR IS AN ECONOMIC ENGINE

WASHINGTON - April 7, 2014 - A new report details how the Northeast Corridor (NEC), carrying 750,000 daily Amtrak and commuter passengers,

is a critical national asset, an economic engine for the U.S. and contributes about \$50 billion a year to the national economy.

The report, *The Northeast Corridor and the American Economy*, produced by the NEC Infrastructure and Operations Advisory Commission (NEC Commission), also calculates that a loss of the NEC for a single day would cost nearly \$100 million in transportation-related impacts and productivity losses.

The NEC mainline from Washington, D.C., to New York to Boston is a shared asset, used and supported by Amtrak, eight commuter rail operators and four freight railroads, and connects eight states and the District of Columbia. In addition, it connects people and businesses to world-class centers of employment, finance, education, healthcare, government, tourism and entertainment, and a variety of other economic and cultural destinations.

The report adds that the NEC carries more passengers within the NEC region than all the airlines combined and connects to the national freight rail network allowing Midwestern businesses and manufacturers to connect to east coast ports and the global economy.

“Our leaders in Washington need to read this report to understand the economic risk they are taking if they don’t act now to reverse decades of underinvestment in the aging and deteriorating infrastructure of the NEC,” said Amtrak President and CEO Joe Boardman.

A previous report produced by the NEC Commission, *Critical Infrastructure Needs on the Northeast Corridor*, “recognizes that additional investment is necessary to renew and enhance the NEC as a world-class, high-performance rail corridor supporting the economic development and international competitiveness of the region and the nation.”

As a member of the NEC Commission, Amtrak has worked closely with, and appreciates the efforts of, the NEC Commission and other participating agencies, including Northeast states, and commuter and freight railroads in the creation of the report released today. [Amtrak]

### BOARDMAN: NEW YORK RAIL TUNNELS REQUIRE REPLACEMENT PLANNING

NEW YORK - May 9, 2014 - Amtrak President and CEO Joe Boardman said the two rail tunnels under the Hudson River from New Jersey into New York Penn Station would have to be shut down within 20 years, the *Newark Star Ledger* reports.

“I’m being told we got something less than 20 years before we have to shut one or two down,” Boardman said during a transportation conference last week in Manhattan, according to a report by *Capital New York*. “Something less than 20. I don’t know if that something less than 20 is seven, or some other number. But to build two new ones, you’re talking seven to nine years to deliver, if we all decided today that we could do it.”

“I’ve been hearing abstractly people at Amtrak and other people at New Jersey Transit say for years the tunnels are over 100 years old and we have to be worried about them,” says Tom Wright, executive director of the Regional Plan Association that hosted the conference. “To actually have Joe put something concrete on the table, less than 20 years ... Within my office, there was a level of, ‘Wow, this is really serious.’”

In late 2010, New Jersey Gov. Chris Christie cited already rising cost estimates and potential overruns when he cancelled longtime plans for the so-called ARC tunnel, a multi-billion dollar project that would have added two new tubes and doubled trans-Hudson rail capacity.

Amtrak has since announced that it will take the lead on the new Gateway

Tunnel project to build new tunnels, though funding for it has not been determined, and projections for its completion date range from 15 to 25 years. [*Trains News Wire*]

#### VERMONT HOUSE OKs ETHAN ALLEN RAIL EXTENSION

The Vermont House of Representatives passed a resolution Tuesday, April 8, 2014, supporting a "Western Corridor" extension of passenger rail service from Rutland, Vt., to Burlington, the state's largest city. The proposed extension is essentially an addition to Amtrak's state-supported *Ethan Allen Express*.

The resolution in part urges the Vermont Agency of Transportation (VTrans) "to engage with NYDOT to prepare a joint application for a federal grant for capital upgrades to the rail line from Mechanicville [N.Y.] to Rutland [Vt.], so that both agencies are prepared to submit a strong grant application in the event that federal grant funds for intercity passenger rail service become available."

Last September VTrans secured an \$8.9 million federal Transportation Investment Generating Economy Recovery (TIGER) grant to rehabilitate 20 miles of rail right-of-way along the state's western edge, designed to improve right-of-way between Rutland and Leicester, and aid passenger rail restoration along 65 miles of right-of-way overseen by short line Vermont Railway. The Federal Railroad Administration reportedly has yet to sign off on the final details of the grant. [*Edited from Railway Age Rail Group News*]

#### AMTRAK APPLAUDS OPERATION LIFESAVER SAFETY CAMPAIGN

WASHINGTON - April 10, 2014 - Amtrak joins Operation Lifesaver Inc. (OLI), the Association of American Railroads and other railroads in raising awareness about safety near railroad tracks through *See Tracks? Think Train!*

The national campaign seeks to educate the public about the deadly consequences of trespassing on railroad property, and failure to obey grade crossings signs and signals. *See Tracks? Think Train!* was triggered in part by increases in trespassing and grade crossing deaths and injuries along railroad rights-of-way. According to the Federal Railroad Administration (FRA), a person or vehicle comes into contact with a train every three hours. According to OLI, *See Tracks? Think Train!* highlights common risks drivers and pedestrians take each day, such as trying to beat a train at a grade crossing or trespassing on railroad property.

Pedestrians and drivers often do not realize how dangerous it is to walk on or near railroad tracks, or how long it takes the average train to stop. It can take a mile or more for a fully loaded freight train to come to a full stop, making it difficult for railroad engineers to avoid collisions in emergency situations.

Amtrak is one of several partners with OLI, a national, non-profit safety education group working to eliminate deaths and injuries at railroad crossings and along railroad rights of way.

The organization has programs in all 50 states, and has trained volunteers who provide free safety presentations to community groups, school bus operators, truckers and student drivers to raise awareness of the dangers around railroad tracks and trains. [*Edited from Amtrak*]

#### FIRST NEW AMTRAK BAGGAGE CAR LEAVES CAF PLANT



ELMIRA, N.Y. - May 16, 2014 - The first new baggage car constructed by CAF USA for Amtrak has departed the plant in Elmira Heights.

A special train consisting of Amtrak P42DC No. 203, Amfleet food service car No. 43358, new

baggage car No. 61000, and GP38H-3 No. 520 made the move on Friday morning.

No. 61000 is the first of 55 baggage cars being built for Amtrak. The body of the car is based on the single-level Viewliner car design, and features two sets of double doors that swing inward. The baggage cars will also include bike racks. [*Trains News Wire - Photo by Don Jilson*]



#### DESIGNER OF CONRAIL "CAN OPENER" LOGO DIES

NEW YORK - May 21, 2014 - Many never knew his name, but that didn't change the mark he left on the rail industry. Literally.

Tony Palladino, the designer of the propulsive blue-and-white logo for Conrail, the Northeast railroad that operated 1976 to 1999, died on May 14 at age 84, the *New York Times* reports.

"People don't want to look at advertising," Palladino is quoted in the Times. "People want to get entertained intellectually."

Palladino grew up in East Harlem in the 1930s and '40s. His parents, Italian immigrants, did not speak English and he chose to not speak Italian. Because of this, he used drawings to communicate with his family. He later attended the High School of Music and Art in Manhattan, which provided his basic formal training in art. He later taught at the School of Visual Arts in Manhattan.

In spite of Conrail's popularity, Palladino is best known for his work designing the typeface used on the original "Psycho" novel by Robert Bloch, which was later made into a movie by Alfred Hitchcock. [*Trains News Wire and the New York Times*]



#### CSX CORPORATION ANNOUNCES FIRST-QUARTER EARNINGS AND DIVIDEND INCREASE

JACKSONVILLE, Fla. - April 15, 2014 - CSX Corporation today announced first-quarter net earnings of \$398 million, or \$0.40 per share, down from \$462 million, or \$0.45 per share in the same quarter of 2013.

For the quarter, revenue grew 2 percent to \$3.0 billion on volume increases of 3 percent, with strength in intermodal and merchandise markets more than offsetting declines in coal. However, operating income declined 16 percent to \$739 million and the operating ratio increased 520 basis points to 75.5 percent, primarily due to the impact of harsh weather. CSX estimates that weather-related disruptions increased expenses by approximately six cents per share, and impacted revenue contribution by about two to three cents.

"The company is indebted to the dedicated men and women of CSX who worked tirelessly through one of the worst winters on record to keep the network running as fluidly as possible," said Michael J. Ward, chairman, president and chief executive officer. "Thanks to the hard work of our employees, service levels are gradually recovering, and we are capitalizing on an economy that continues to show positive momentum."

Looking forward, CSX expects modest full-year earnings growth for 2014 on the strength of broad-based merchandise and intermodal gains and an improving domestic coal environment. In addition, the company remains confident in its ability to sustain double-digit earnings growth and margin expansion for its shareholders in 2015 and beyond. The company expects to sustain a mid-60s operating ratio longer-term.

CSX also announced that its Board of Directors approved a 7 percent increase in the company's quarterly dividend to \$0.16 per share, payable on June 13, 2014 to shareholders of record at the close of business on May 28, 2014. This announcement builds on 11 increases over the past 8 years, representing a 20 percent compound annual growth rate during that time. It is consistent with CSX's view of the strength of the business and the company's approach to deploying cash within a balanced framework to support long-term value creation through investment, dividends, and share buybacks. [*CSX Corporation*]

**BALTIMORE MUDSLIDE COVERS CSX TRACKS**

BALTIMORE - April 30, 2014 - Automobiles, rock, and mud have collapsed in Baltimore covering CSX Transportation tracks in the Charles Village neighborhood.

Local media say the slide happened shortly before 4 p.m. Eastern time and coincided with heavy rainfall and flooding in other areas of the city.

Baltimore Mayor Stephanie Rawlings-Blake told reporters early Wednesday evening that no serious injuries were reported as a result of the collapse.

"We're extremely blessed that we're talking about property damage and damage to the street and no loss of life," Rawlings-Blake said.

In a statement, CSX Transportation confirms that an embankment failed and collapsed onto its tracks.

"Train traffic in the area has been stopped. We are working closely with authorities to assess damage, assure public safety and determine next steps and will provide updates," a spokeswoman said late Wednesday.

[Trains News Wire - Photo by Alexander D. Mitchell IV]

**CSX CRUDE OIL TRAIN DERAILS AND EXPLODES IN LYNCHBURG, VA.**

LYNCHBURG, Va. - April 30, 2014 - For the sixth time in less than a year, a train carrying crude oil has derailed and exploded in North America, once again putting a spotlight on the movement of crude oil-by-rail. Late Wednesday, investigators with the National Transportation Safety Board were heading to Lynchburg, Va., where a CSX Transportation oil train derailed and caught fire, sending flames and black smoke hundreds of feet into the air and spilling burning fuel into the nearby James River.

The loaded oil train, KO82-27, was heading for Yorktown, Va., with 104 cars of oil and one head-end spacer car. According to CSX, 15 cars derailed in the incident about 2:30 p.m. The train originated with BNSF Railway using BNSF locomotives that interchanged with CSX in the Chicago area. The derailment happened on CSX's (ex Chesapeake & Ohio's) James River

Subdivision main line between Clifton Forge and Richmond, Va. Nobody was injured in the accident but much of downtown Lynchburg was evacuated. The railroad confirmed that three tank cars were damaged in the wreck and burned for about two hours. Downtown residents were able to return to their homes by Wednesday evening. Virginia Gov. Terry McAuliffe announced the state was offering the city "any and all resources" it needed to deal with effects of the wreck. Meanwhile, CSX opened a community outreach center at the Wingate Hotel to handle any needs arising from the derailment. CSX Chief Executive Michael Ward told *Fox Business Network* that his company was deploying as many resources as it could to help the community.

"We are deploying all of our resources for three primary purposes, one to support the local emergency responders and secondly to protect the community and citizens from injury, and finally to protect the environment," Ward said Wednesday. [Edited from Trains News Wire - Photo by AP]

**NORFOLK SOUTHERN REPORTS FIRST-QUARTER 2014 RESULTS**

NORFOLK, VA. - April 23, 2014 - Norfolk Southern reported first-quarter net income of \$368 million, or \$1.17 per diluted share, compared with \$450 million, or \$1.41 per diluted share, earned in the same period of 2013. First-quarter 2013 net income included a \$60 million, or \$0.19 per diluted share, gain from a land sale.

"Following the extreme winter weather across the U.S. rail network which impacted first-quarter results, we are seeing a rebound in shipments across all of our business," said Norfolk Southern CEO Wick Moorman. "Our people responded admirably to meet the challenges of the harsh conditions, and we remain focused on delivering superior service to our customers."

Railway operating revenues were \$2.7 billion, 2 percent lower compared with first-quarter 2013, and shipment volumes decreased 1 percent.

**First-Quarter Revenue by Commodity**

Chemicals, up 12 percent; Intermodal, up 4 percent; Agriculture, even; Metals/Construction, down 1 percent; Paper/Forest, down 3 percent; Automotive, down 7 percent; Coal, down 15 percent.

For the first quarter, general merchandise revenues were \$1.6 billion, 1 percent higher than the same period last year, despite overall volume declining 1 percent. Increased crude and liquefied petroleum gas shipments were offset by declines in automotive, metals/construction, and paper/forest shipments.

Intermodal revenues improved 4 percent, to \$596 million, compared with first-quarter 2013. Growth primarily in domestic business pushed traffic volume up 3 percent in the quarter compared with the same period of 2013.

First-quarter coal revenues were \$541 million, 15 percent lower compared with the same quarter of 2013, the result of a 13 percent volume decrease due primarily to lower utility and export shipments.

Railway operating expenses for the first quarter were \$2 billion, 1 percent lower than in the same period of 2013.

Income from railway operations was \$667 million, 3 percent lower compared with first-quarter 2013.

The quarterly railway operating ratio, or operating expenses as a percentage of revenue, was 75.2 percent versus 74.8 percent in the same period of 2013.

[Norfolk Southern Corporation]

**SEPTA UNVEILS IMPROVEMENT PROJECTS FOR DELAWARE COUNTY**

Several long-needed Southeastern Pennsylvania Transportation Authority (SEPTA) rail infrastructure improvements in Delaware County will move forward this year thanks to newly available transportation funding from the Commonwealth of Pennsylvania.

State Reps. Margo Davidson, Greg Vitali, Thaddeus Kirkland and others joined SEPTA at the Darby Creek Viaduct along the Media/Elwyn Regional

Rail Line to discuss projects planned to begin construction in the near future under Act 89, the transportation funding bill approved by state lawmakers in November.

Among the first projects advanced by SEPTA will be critical upgrades to the Darby Creek, Ridley Creek and Cobbs Creek viaducts, including replacement of bridge timbers, structural repairs and painting. SEPTA had been forced to delay these and other improvements for several years due to funding cuts and the deteriorating condition of the structures would have eventually forced the suspension of service on the Media/Elwyn Line, which serves nearly 11,000 riders a day.

"With Act 89 in place, we can keep SEPTA and Delaware County moving," said Rep. Davidson. "These new resources will ensure residents have safe and reliable transportation and the work to make these critical repairs will create and support jobs for local residents."

Construction on the Cobbs Creek and Darby Creek projects is scheduled to begin this fall, with Ridley Creek following next year. Meanwhile, SEPTA is also moving forward with the design phase on a project to replace the Crum Creek Viaduct, with construction expected to start in late 2015. All of these structures date back to the late 1800s and are well beyond their useful service lives. [Railway Track & Structures]



#### PRR, PRSL & LIRR EVENTS IN JUNE

**June 1, 1902** - Northern Central begins operating York, Hanover & Frederick Railroad (Columbia-York) under agreement of May 8, 1902 and PRR track on Columbia Bridge under agreement of May 28, 1902.

**June 15, 1907** - West Jersey & Seashore Railroad (PRR) leases operation of Atlantic City-Longport trolley line to Atlantic City & Shore Railroad.

**June 30, 1912** - Silver spike ceremony and excursion from Camden, N.J. held to mark opening of Stone Harbor Railroad and Stone Harbor Terminal Railroad between Cape May Court House on Atlantic City Railroad and 2nd Avenue in Stone Harbor, N.J.

**June 1917** - Pres. Rea donates his 137-foot yacht *Monaloe*, which he recently purchased, to U.S. Navy for coast patrol duty in the Atlantic out of Philadelphia; in charge of his son Henry C. Rea, an officer of the Naval Reserve.

**June 30, 1922** - New York & Rockaway Beach Railway merged into LIRR.

**June 9, 1927** - PRR announces that it will rename *The St. Louisian/New Yorker* "The Spirit of St. Louis" in honor of Charles A. Lindbergh; observation car is to be named *Colonel Lindbergh*.

**June 22, 1932** - PRR Board authorizes \$100,000 for Norristown track elevation; \$13,000 for Enola container yard; authorizes retirement of electric line trestle at Camden; authorizes abandonment and disposition of Delaware & Raritan Canal; authorizes \$1.1 million to relocate Port Road between Creswell and Pequea for Conowingo dam.

**June 1937** - PRR purchases first off-the-shelf diesel locomotive, a SW1 switcher from EMD.

**June 1942** - PRR discontinues the operation of all special trains to Aqueduct, Jamaica, Delaware Park, Havre-de-Grace, Pimlico, Bowie and other racetracks and all specials to college football games for duration of war.

**June 29, 1947** - N.R.H.S. *Off the Beaten Track* excursion runs from Philadelphia to Baltimore, then over the Maryland & Pennsylvania Railroad to York and return via Lancaster.

**June 15, 1952** - *Broadway Limited* celebrates 50th anniversary at Penn Station-New York and Chicago Union Station; guests include four of original passengers and three of crew of 1902 inaugural *Pennsylvania*

*Special.*

**June 8, 1957** - K4s No. 1361 dedicated as a memorial on Horseshoe Curve.

**June 29, 1957** - *Pennsy AeroTrain* makes last run between Philadelphia and Pittsburgh.

**June 4, 1962** - PRR issues exchange offer to Lehigh Valley stockholders.

**June 1967** - Marketing consultant A. Paul Lefton Company recommends *Metroliner* over *Speedliner* or *Railblazer* as name of high speed corridor trains and selects split teardrop-shaped logo based on tests of consumer word and image associations.

**June 24, 1974** - Last freight train on PRSL Wildwood Branch removes all remaining cars on the branch.

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## TIMETABLE 06-14

For Lancaster Chapter News,  
see "INSIDE THE BACK PAGE"

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**Saturday and Sunday, June 7-8, 2014**

Conrail Historical Society "Ride the Rails for Cancer" at Hoffer Park, Race St., Middletown, Pa. Operated on the Middletown & Hummelstown Railroad and benefits Vickie's Angel Walk, a Pa. non-profit group that helps families financially during cancer treatments. Info: [www.thecrhs.org](http://www.thecrhs.org)

**Sunday, June 15 & 29, 2014**

Stewartstown Railroad Station Museum Open House, 21 W. Pennsylvania Ave. (Route 851), Stewartstown, PA. 1:00 p.m. to 5:00 p.m. Info: [www.stewartstownfriends.org](http://www.stewartstownfriends.org) or call 717-654-7530.

**Tuesday - Saturday, June 10-14, 2014**

NRHS 2014 Annual Convention at Springdale, Ark. Info: [www.nrhs.com](http://www.nrhs.com)

**Saturday and Sunday, June 21-22, 2014**

The Great Scale Model Train Show at the Maryland State Fairgrounds, 2200 York Rd, Timonium MD 21093. Info: [www.gsmts.com](http://www.gsmts.com).

**Saturday - Saturday, June 21-28, 2014**

60<sup>th</sup> National TCA Convention at the Crowne Plaza Hotel, located in Cherry Hill, NJ. Hosted by the Atlantic Division. Info: [www.adtca.com/2014-convention](http://www.adtca.com/2014-convention)

**Saturday, June 28, 2014**

Steamtown Excursion on the DL&W Pocono Mountain Line from Scranton to Delaware Water Gap. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Sunday - Friday, July 6-11, 2014**

RailCamp East headquartered at the University of Delaware in Newark, Del. Activities center around the Strasburg Rail Road, Railroad Museum of Pennsylvania and Amtrak facilities in Delaware. Info: [www.nrhs.com](http://www.nrhs.com)

**Saturday, July 12, 2014**

Steamtown Excursion on the DL&W Pocono Mountain Line from Scranton to East Stroudsburg. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

**Sunday - Saturday, July 13-19, 2014**

NMRA National Convention and National Train Show in Cleveland, Ohio. Info: <http://www.2014cleveland.org/>

**Saturday, July 19, 2014**

Lancaster Lock Show for collectors of Antique and Collectible Padlocks, Railroadiana, Restraints, Keys, Door Hardware, and more! At the Lancaster Host Resort and Convention Center, 2300 Lincoln Highway East (RT 30), Lancaster, PA 17602. Info: [www.lancasterlockshow.com](http://www.lancasterlockshow.com)

Saturday and Sunday, July 19-20, 2014

Amtrak Exhibit Train at the Delaware State Fair in Harrington, Del.

Sunday, July 27, 2014

Summer Hamburg Dutch Train Meet at the Hamburg Field House, 123 South 4th Street, Hamburg PA 19526. Info: Ralph Maurer at 610-987-3144 or [ralphthetrainguy@yahoo.com](mailto:ralphthetrainguy@yahoo.com)

Saturday, Aug. 2 & 23, 2014

Steamtown Excursion on the DL&W Endless Mountain Line from Scranton to Binghamton, NY. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

Saturday, Aug. 16, 2014

Steamtown Excursion on the D&H Carbondale Line from Scranton to Carbondale, Pa. Info: [www.nps.gov/stea](http://www.nps.gov/stea)

Saturday and Sunday, Sept. 27-28, 2014

'Enthusiasts' Weekend' on the Western Maryland Scenic Railroad in Cumberland, Md. Info: <http://www.movingfullsteamahead.com/>

**ROUTE 741 EAST, STRASBURG, PA**

[WWW.RRMUSEUMPA.ORG](http://WWW.RRMUSEUMPA.ORG)

717-687-8628

Saturday, April 26 through December 31, 2014 - Exhibit: A First Class Restaurant on Wheels -- The Story of the Railroad Dining Car

Tuesday, July 1 through Sunday, July 6, 2014 - Reading Railroad Days

Monday-Friday, July 14-18, 2014 - Barons & Builders Day Camp Ages 9-10

Monday-Friday, July 28-Aug. 1, 2014 - Barons & Builders Day Camp 11-12

Saturday, Sept. 27, 2014 - Members Day

>>> Confirmed: No Pennsy Days this year due to low attendance <<<

**STRASBURG RAIL ROAD****SPECIAL EVENTS**

[WWW.STRASBURGRAILROAD.COM](http://WWW.STRASBURGRAILROAD.COM)

1-866-725-9666

Throughout Operating Season - Daily Lunch Train

Monday & Thursday Morning thru Sept., 2014 - Hostling Tour - 8:00, 9:00 am

Saturday, June 14, 2014 - Seafood Express - 7:00 pm

Saturday, June 14 thru Sunday, June 22, 2014 - Day Out with Thomas

Sunday, June 15, 2014 - Flavors of Lancaster County - 6:00 pm

Saturday, June 7, 21, 28, 2014 - Murder Mystery Dinner Train-6:00 or 7:00 pm

Sunday, June 29, 2014 - The Chocolate Express - 7:00 pm

Monday, June 30, 2014 - Flavors of Lancaster County - 7:00 pm

Various July 1, 3, 6-8, 10, 13-15, 17, 20-22, 24, 27-29, 31, 2014 - Flavors of Lancaster County - 7:00 pm

Wednesdays, July 2, 9, 16, 23, 30, 2014 - Prime Rib on the Rails - 7:00 pm

Fridays, July 4, 18, 25, 2014 - Farm and Brew Train - 7:00 pm

Saturday, July 5, 12, 26, 2014 - Murder Mystery Dinner Train - 7:00 pm

Friday, July 11, 2014 - The Chocolate Express - 6:00 pm

Saturday, July 19, 2014 - The Rolling Antique Auto Show and Run

Saturday, July 19, 2014 - Seafood Express - 7:00 pm

Saturday, July 26, 2014 - The Great Train Robbery - 5:00 pm

Fridays, Aug. 1, 8, 22, 2014 - Farm and Brew Train - 7:00 pm

Saturday, Aug. 2, 16, 30, 2014 - Murder Mystery Dinner Train - 7:00 pm

Sunday, Aug. 3, 2014 - The Chocolate Express - 7:00 pm

Various Aug. 4-5, 10-12, 14, 17-19, 21, 24, 31, 2014 - Flavors of Lancaster

County - 7:00 pm

Wednesdays, Aug. 6, 13, 20, 2014 - Prime Rib on the Rails - 7:00 pm

Saturday, Aug. 9 & 23, 2014 - Seafood Express - 7:00 pm

Friday, Aug. 15, 2014 - The Chocolate Express - 7:00 pm

Saturday, Sept. 6 & 13, 2014 - Murder Mystery Dinner Train - 6:00 pm

Saturday, Sept. 13 thru Sunday, Sept. 21, 2014 - Day Out with Thomas

Sunday, Sept. 14, 2014 - The Chocolate Express - 6:00 pm

Saturday, Sept. 20, 2014 - Seafood Express - 6:00 pm

Sunday, Sept. 21, 2014 - Flavors of Lancaster County - 6:00 pm

Friday & Saturday, Sept. 26-27, 2014 - Victorian Dinner Train - 6:00 pm

Friday thru Sunday, Sept. 26-28, 2014 - Steampunk unLimited and concert

STRASBURG RAIL ROAD No. 90 IS 90

Strasburg Rail Road No. 90 was built by the Baldwin Locomotive Works in June, 1924. Known as a Decapod type locomotive with a 2-10-0 wheel arrangement, she burns bituminous coal and was acquired by the Strasburg in 1967. The ex-Great Western Railroad locomotive was purchased operable. Her first run on the Strasburg Rail Road,

an extra, was on May 13, 1967 with J. Huber Leath at the throttle.

MARYLAND COUNTY HOPES TO BRING STRASBURG EXPERTISE TO OPERATE EXCURSION LINE

SNOW HILL, Md. - May 16, 2014 - The Worcester County commissioners have voted to spend \$20,000 on a feasibility study to bring an excursion train, operated by the Strasburg Rail Road, to the rails of the Maryland Delaware Railroad. The commission made the motion earlier this week, the *Daily Times* reports, in hopes of

bringing economic development and prosperity to the area.

If it were to happen, county economic development director Bill Badger says the trains would connect Berlin, Newark, and Snow Hill.

"We're blessed with these great historic towns," Badger tells the newspaper. "This would be another reason to come here. It's another reason for people to choose here versus some other places.

Badger says he has already talked with the Strasburg and the Maryland Delaware and while both railroads are interested, all parties involved want to see the results of the feasibility study first.

"We're at the very beginning of the process," Badger says. "If this were a football game, we'd be in the first two minutes of the first quarter. This is not going to happen overnight." [Trains News Wire]

**MAY, 2014****CHAPTER MEETING MINUTES**

**CALLED TO ORDER:** The Membership Meeting of the Lancaster Chapter, National Railway Historical Society was held at the Christiana Freight Station, Christiana, Pa. on Monday May 19, 2014. In the absence of President Tom Shenk, the meeting was called to order at 7:30 p.m. by First Vice President Ron Irwin with 41 members present. First Vice President Ron Irwin led those assembled in the Pledge of Allegiance.

**MINUTES:** First Vice President Ron Irwin asked for a motion to approve the April membership meeting minutes. Steve Himpel approved the motion and David Stambaugh seconded the motion. The April membership minutes

were approved as printed in the *Lancaster Dispatcher*.

**CHAPLAIN:** Chaplain David Stambaugh reported LaVerne "Bud" Rettew passed away on Wednesday, May 7 at the age of 76. Glenn Kendig announced Bud had just retired in January of this year after serving about 20 years as borough manager. Many of the successful projects at the Christiana Freight Station over the years were due to Bud's help as Christiana's borough manager. David also reported Dale Kerschner's brother passed away. Helen Shaak reported Lawrence and Helen Snyder have both been ill. Lawrence is in and out of Luther Acres and Lancaster General Hospital. Helen suggested David send them a "thinking of you" card.

**TREASURER:** Treasurer Richard Rutledge gave the Treasurer's Report for the month of April. The report will be saved for future audit.

**MEMBERSHIP:** First Vice-President Ron Irwin reported there are 141 regular memberships and 80 family memberships. Ron announced the reason for Chapter members not renewing their memberships is the increased cost of the dues.

**NATIONAL NEWS:** Fred Kurtz reported he attended the spring meeting at Lewisburg on April 26-27. Fred announced the National by-laws were discussed. Fred made the motion at the meeting to have the National by-laws changed and making the Advisory Committee relative to the National organization. Fred encourages Chapter members to read the biography's for National President and vote and return your ballots. Fred announced there has to be some serious changes made at the National level. The budget needs to be addressed. There still is not a final budget for the 2013 year and it's already time for the 2014 year budget to be completed. Fred will not be able to attend the meeting in Springdale, Arkansas. He will be able to do a telephone conference for the meeting. Fred announced the Fall Conference will be in Johnson City, Tennessee and the January meeting will be in Roanoke, Virginia. Some Chapter members did not receive their NRHS news. The biographies of the candidates to vote for were in that book. Helen Shaak brought papers on the biographies of who is running and also the website to go to for more information. Contact Helen for the website. Fred Kurtz also volunteered to be the Secretary for the Advisory Council.

**NEWSLETTER:** Editor Ed Mayover gave an update of some of the articles in the June newsletter. The front page is on 2014 Maintenance of Way Spending, Susquehanna River Bridge, mudslides, derailments, Strasburg engine number 90 is 90 years old in June, GG1 move at Harrisburg, and Penny T1. Ed asked the Chapter membership if anyone would like to change the newsletter to accommodate more news - and perhaps delete the Timetable, Railroad Museum and Strasburg Rail Road sections. An idea to change the printing format of the pages to match the center staple was mentioned. After a brief discussion, the newsletter will stay as it is. Ron thanked Ed for a good job on getting the articles together for the newsletter. Helen Shaak asked if more than one person has the electronic mailing list for NRHS? Fred Kurtz reported the Chapter will need to purchase a special computer program. Fred will work with Ron to get the mailing list on the new program. Richard Rutledge is checking into software programs that will help Ron with membership and Ed with the newsletters.

**KITCHEN COMMITTEE:** The Chapter would like to thank John and Peggy Sweigart for volunteering in the kitchen for the May Chapter membership meeting. Joan and Eileen will need volunteers to help with refreshments for the month of October. If anyone is interested see Joan or Eileen. Also, there is a sign-up sheet at Chapter membership meetings for the months help is needed.

**RADIOS, CABOOSE AND LIBRARY:** Steve Himpl announced the radios we lent to Lewisburg were brought back by Fred Kurtz with a check for their use. Steve reported the interior painting, round molding, seats, and toilet are upcoming projects being worked on for the caboose. Steve is in contact with someone about getting a radio to put in the caboose. Steve reported two book shelves were purchased to help organize the books the Chapter received from Fred Abendschein. Ron Irwin thanked Steve and Linda for all

their work on the Library and caboose.

**STATION CLEAN-UP:** Glenn Kendig announced there were about a dozen Chapter volunteers who came to help at the station clean-up on Saturday, May 17. Glenn announced there is still painting to be done, but with all the rain we are having the wood was too wet. Glenn will be scheduling another clean-up date before winter. Also, repairing the brick work on the Station is going to start in a couple of weeks. Glenn thanked everyone who came to help at the station clean-up. Glenn reported the parking lot across from the Station has been sold. Eventually, the new owners will be putting a building on the parking lot site and parking will be limited to the sides of the Station.

**ANNOUNCEMENTS:** Ron Irwin announced upcoming Chapter meeting dates. Monday, June 16 Chapter meeting with the program by Mark Eyer on *Chicago - 1985-1986: A Look Back at Railroading in the Windy City Before the Mergers*. On Sunday, July 20 the "Away" Chapter meeting will be at the New Freedom Station, York County "Steam into History." There will be advance ticket sales in the June newsletter and at the June Chapter meeting. Sale price tickets in advance (only good on Sunday's train) will be \$19.00 for members. Guests will be \$25.00 and Children 3-13 will be \$13.00. Regular price is \$28.00 but tickets or seats may not be available for purchase the day of the train. Monday, August 18 "Away" Chapter membership meeting will be held at Strasburg Rail Road. Strasburg Railroad tickets for that day only are \$5.00 per ticket. Purchase tickets for \$5.00 and use them to ride the train anytime. Glenn announced the first meeting of the Long Range Planning Committee was held on Monday, May 12 at 7:00 p.m. at the Christiana Freight Station. Discussion on selling items on eBay that the Chapter cannot use. If anyone is familiar with eBay and how to set up an account to help sell items for the Chapter, please contact Glenn. Anyone interested in attending the next Long Range Planning Committee meeting, the meeting will be Monday, June 9 at the Christiana Freight Station. Fred Kurtz would like to update the Chapter e-mail list. A sign-up sheet was passed around at the Chapter meeting. John Brown encouraged Chapter members to attend next month's meeting with the program by Mark Eyer on "Midwest Railroads." Glenn Kendig announced sometime this summer there might be a "movie night" like the Chapter had in the past. Richard Rutledge had thoughts about sponsoring boy scouts to try to get more young and local people involved in the Chapter and railroading. There is a merit badge available for the scouts to earn.

**WORK SESSIONS FOR STEWARTSTOWN RAILROAD:** Richard Rutledge asked your Secretary to put these dates in the minutes. Volunteers meet at the Stewartstown station at 9:00 a.m. Work dates: Every Wednesday night from 5:00 p.m. to 8:30 p.m. until the month of November. Saturday May 31-Coach 1341 at 7:30 a.m. All events posted by the railroad company.

**ADJOURNMENT:** The Chapter Meeting was adjourned at 8:15 p.m. for the program. Tonight's program on "Jersey Central in Pennsylvania and New Jersey prior to 1976" was given by Frank Tatnall.



**LESS THAN CARLOAD  
SHIPMENTS**  
**LOCAL AND NATIONAL NEWS**



**GROUP HOPES TO CONSTRUCT NEW PENNSYLVANIA  
RAILROAD T1 STEAM LOCOMOTIVE**

HARRISBURG, Pa. - A seven-month-old nonprofit, the *T1 Locomotive Trust*, hopes to emulate a British preservation effort by constructing a new version of a long scrapped steam locomotive - in this case a Pennsylvania Railroad's T1 Class duplex drive 4-4-4-4. The group discussed the project at the Pennsylvania Railroad Technical & Historical Society's annual meeting in suburban Camp Hill on May 1-4. The last T1 was scrapped in 1956. In Great Britain, the A1 Locomotive Trust successfully completed construction of the *Tornado* - a new version of London & North Eastern's A1 Class 4-6-2s, which were scrapped in the 1960s. Construction of the *Tornado* began in 1994 and was



completed in 2008. If a new T1 were built it would be numbered 5550, the next number in the series.



**PRR No. 5511, Class T1, PRR Builders Photo No. E15804, August 11, 1946.**

Brad Noble, the group's chairman, tells *Trains News Wire* the T1s were built "to almost impossible performance standards, and it succeeded in meeting these standards. When I read that, and realized the job had been done in England, I thought maybe this could be done here.

Someone needs to do it." Noble contacted John Rimmasch of Wasatch Railroad Contractors in Cheyenne, Wyo., who says his company could do the job.

Noble says the Trust's greatest challenge is funding, estimating it will need \$10 to \$20 million to build a new T1. For now, the group is relying on small donations to get started, but hopes to increase its visibility and funding possibilities. Advertising executive Harry Webber, who came up with Band-Aid's "I am stuck on Band-Aid Brand" advertising campaign and is a Pennsylvania Railroad fan, has put the group in touch with a movie studio in Los Angeles, which could be one way the group could obtain funding.

Noble says the group is also currently in negotiations with a forge to produce a T1 side rod, and will approach a museum to display the rod with an automated donation kiosk. Noble says in the case of England's Tornado, individuals could donate to sponsor a side rod. Webber came up with the idea of displaying it in a museum and using it as a donation and marketing tool.

"We are doing whatever we can to get out there," Noble says. "We're going to have to rely on individual donations until we can do things like produce the side rod."

Another way the group hopes to increase its visibility is to produce a number plate for the engine. Chuck Blardone, a member of the group, and editor of the PRR&HS *Keystone* magazine, made a number plate pattern for No. 5550. He used mechanical drawings extracted from the Pennsylvania State Archives to make the pattern, which is going to an Amish forge to be cast in bronze in the next few weeks, then will be machined at the Strasburg Rail Road Shops in Strasburg.

Noble says Wasatch Railroad Contractors may be willing to build the iconic aluminum prow for the T1 on a cost deferred basis to help the group raise funds, and will approach a museum to display the prow, again with provisions for collecting donations. The Trust has also been in contact with Bradken, an industrial castings company that casts the frames for the Caterpillar 797 quarry trucks, to possibly cast the locomotive bed.

The general plan, Noble says, is as follows: "There are 1,530 blueprints and mechanical drawings we've identified at the Pennsylvania State Archives. We have begun to extract those drawings, but it is a \$30,000 to \$40,000 process to get them all digitized. We will convert those into computer aided drafting models, and then we are going to assemble a model T1 and subject it to multi physics testing – thermodynamics, stresses, etc. Once we are done with the physics testing, probably three or four years from now, we arrive at what we think the best model is, and then we begin constructing in earnest."

There were 52 Class T1 locomotives produced, 25 at the PRR's shops at Altoona and 27 by the Baldwin Locomotive Works. Two prototypes were built in 1942, with the remainder of the engines built in 1945-46. The streamlined engines were styled by Raymond Loewy and used in high-speed passenger service. Baldwin Locomotive Works hatched the idea of the duplex steam locomotive. On a duplex, the locomotive's driving wheels were split into two sets, each with its own pair of cylinders and rods. Previously, the only locomotives with two sets of drivers were articulateds,

but the duplex used one rigid frame. In a duplex design, cylinders could be smaller and the weight of side and main rods could be drastically reduced. The duplex design reduced "hammer blow" on the track and the lower reciprocating mass meant that higher speeds could be achieved.

Due to their complexity relative to other steam locomotive designs, T1s were known to be difficult to maintain. Designed for a maximum speed of 100 miles per hour, they were so powerful that they could easily exceed their designed load and speed limitations, which in turn often caused wear and tear issues, with higher maintenance costs and increased failures in service. While the engines were tagged as slippery, a 2008 article in the PRR&HS magazine revealed that the wheel-slip problems were caused by the failure to properly train engineers transitioning to the T1, resulting in excessive throttle applications, which in turn caused the wheel slip.

As new diesels arrived, most T1s were out of service by 1952. All T1 locomotives were sold for scrap between 1951 and late 1955.

Noble acknowledges the difficulty of the task. "It's a 10 to 20 million dollar deal and probably a 20-year project," he says. "Can we do it? I don't know. Can anybody do it? I don't know, but we're doing whatever we possibly can to make it happen. It's a step by step process."

For more information, go to [www.prrt1steamlocomotivetrust.org](http://www.prrt1steamlocomotivetrust.org)

[Edited from Steve Glischinski - *Trains News Wire*]

### **VOLUNTEER STEALS NEARLY \$100,000 FROM PENNSYLVANIA TOURIST RAILROAD**

ALBANY TOWNSHIP, Pa. - May 7, 2014 - A volunteer on Pennsylvania's Wanamaker, Kempton & Southern Railroad is accused of stealing nearly \$100,000 from the tourist railroad, *WFMZ News* reports. The railroad's treasurer, James Krause, 43, of Schnecksville, Lehigh County, allegedly stole the money over the course of a year. On May 5 he was arraigned and charged with theft in Berks County Court.

According to court documents, Krause stole more than \$36,000 from the railroad's savings accounts in 2013 and more than \$22,000 worth of fraudulent purchases from Home Depot and Lowe's. He also allegedly took more than \$36,000 from ticket sales. This isn't Krause's first run in with the law, according to court documents. In 1999, he also pleaded guilty to charges of possessing child pornography.

"We're all there for one love and to find out that trust has been destroyed and violated is a real shame," railroad President Oliver Blatt says.

The WK&S was established in 1963 in Berks County and operates on three miles of former Reading Company trackage.

"The railroad is still going to be there. We're still going to be operating trains and we're going to recover from this," said Blatt.

In related news, loyal passengers are lining up to support the Wanamaker, Kempton & Southern Railroad. Passengers tell local media outlets that they are there to support the railroad. Some come as part of their regular summer routine, while others have heard of the railroad's recent financial troubles and want to help out.

WK&S celebrated its 50th anniversary last year, and the 2.7-mile line has become an institution in the region, with multi-generational family visits from folks who have enjoyed the scenic, leisurely ride through an unspoiled region. [Trains News Wire and WFMZ News]

### **HISTORIC GG1 MOVES FROM HARRISBURG STATION DISPLAY**

HARRISBURG, Pa. – How do you get a cohort of railroad enthusiasts gathered on the State Street overpass to all-but-ignore Norfolk Southern N&W heritage unit No. 8103 leading an eastbound intermodal train through Pennsylvania's state capital? Easy — just give them an even more interesting 'heritage' unit to shoot! On the morning of Saturday, April 5, Amtrak did just that. Over the course of two hours, Amtrak personnel moved a PRR wooden caboose, a "cabin car" to the Pennsy faithful, and GG1 No. 4859 from static display at the Harrisburg Transportation Center to a stub track about a quarter mile north of the station. A lone Amtrak



PRR No. 4859 BEGINS HER JOURNEY AT HARRISBURG - APRIL 5, 2014 - PHOTO BY MICHAEL S. MURRY

P32-8WH (No. 514) first pulled the caboose south of the terminal and then shoved it north under the train shed to position it on its new temporary home. Retracing its steps, the Amtrak locomotive then coupled up to the GG1 and gingerly repeated the process, bringing No. 4859 to rest just north of Harris Tower



PRR No. 980016, A CLASS N6B CABIN, MOVES TO ITS TEMPORARY HOME - APRIL 5, 2014 - PHOTO BY DAN CUPPER

Over the next 18 months, a \$36 million dollar project will upgrade power, signals, switches, and tracks serving the Harrisburg Transportation Center. Once the project is completed, both the locomotive and the caboose will be returned to a prominent place under the train shed. In the meantime, both pieces of equipment will be shrink-wrapped in order to protect them from the weather and vandalism.



PRR No. 4859 AND N6B CABIN No. 980016 AT THEIR NEW TEMPORARY HOME - APRIL 5, 2014 - PHOTO BY DAN CUPPER

No. 4859 was the first GG1 to lead an electrically powered passenger train into the Harrisburg station on January 15, 1938. After being retired in 1981, the engine was saved from the scrapper's torch. Designated the "official state locomotive" and subsequently listed on the National Register of Historic Places, No. 4859 is now maintained by the

Harrisburg Chapter of the National Railway Historical Society, which also owns and operates the nearby Harris Tower. [Trains News Wire]

THIS MONTH'S BANNER PHOTO

Senator Edward M. Kennedy waves from the rear platform of the Penn Central No. 120 business car bearing the remains of his slain brother, Senator Robert F. Kennedy, at North Philadelphia Station on June 8, 1968. Others on the platform are unidentified. Associated Press photo.

OPERATION LIFESAVER REMINDS YOU...

Advertisement for Operation Lifesaver featuring a yardstick graphic and the text: 'IT CAN TAKE THE LENGTH OF 18 FOOTBALL FIELDS TO STOP A TRAIN. See Tracks? Think Train!'

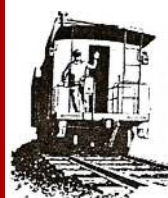
ELECTRONIC LANCASTER DISPATCHER

Hop aboard the train and enjoy the full-color Lancaster Dispatcher every month, and help the chapter, by receiving the electronic edition. Please send an email to Fred Kurtz at fkurtz@nrhs1.org to sign up. Thanks.

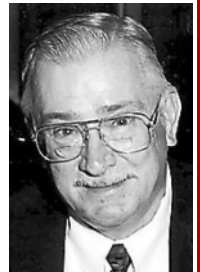
CHRISTIANA STATION PARKING LOT

The parking lot across from the Christiana Freight Station has been sold and will no longer be available for our use starting in mid-August. The Chapter is investigating alternate parking arrangements.

LAST RUN



The Lancaster Chapter extends sincerest condolences to the family of Chapter Member Laverne D. "Bud" Rettew of Christiana, Pa., who passed away Tuesday, May 6, 2014 peacefully at age 76. Bud passed away due to complications from congestive heart failure and kidney failure.



Bud was involved virtually his entire adult life in service to Christiana. He has served in various town functions since 1967 until his retirement last July. The Borough Hall has been named in his honor.

Bud served on the Octorara School Board from 1976 to 1991, serving in many roles including president for several years.

In his spare time, Bud wrote a book, "Treason at Christiana," which detailed the Christiana Riot. This event was an armed engagement involving a runaway slave and people seeking to find him and return the slave to the south.

Bud was an active member of the Christiana Historical Society from its founding in 2000 until his death. Bud was also a member of the Lancaster Chapter of the National Railway Historical Society. He was a member of the Christiana Masonic Lodge No. 417 for more than 25 years.

Bud will be missed by a wide array of family and friends and also Christiana residents who may not have known him but certainly benefitted from his dedication to the borough.



TWO PRR ICONS ARE REUNITED AS GG1 No. 4859 PASSES HARRIS TOWER IN HARRISBURG, PA. ON SATURDAY, APRIL 5, 2014. PHOTO BY MICHAEL S. MURRY



**"INSIDE THE BACK PAGE"****UPCOMING LANCASTER CHAPTER ACTIVITIES****JUNE 9, 2014 - MONDAY, 7:00 PM - CHRISTIANA FREIGHT STATION - LONG RANGE PLANNING COMMITTEE****JUNE 16, 2014 - MONDAY, 7:30 PM - CHRISTIANA FREIGHT STATION - REGULAR MEMBERSHIP MEETING**

Rescheduled from our cancelled February Chapter Meeting, Mark Eyer returns with "Chicago - 1985 & 1986 - A Look Back at Railroading in the Windy City Before the Mergers." The belt railroads: IHB, BRC, EJ&E; the neat class I's: MP, C&NW, ICG, Soo, MILW, and Seaboard before they fell, along with ATSF, BN, Chessie and Conrail. Commuter trains with F40's, F Units, and BN E Units. Great locations like Dolton, Blue Island, McCook, the BN Racetrack and Joliet.

**JULY 20, 2014 - SUNDAY, 2:00 PM - STEAM INTO HISTORY - "AWAY" MEMBERSHIP MEETING**

Join the Chapter in New Freedom, Pennsylvania to ride Steam Into History. Use the form below to order tickets.

**AUGUST 18, 2014 - MONDAY, 6:00 PM - STRASBURG RAIL ROAD - "RIDE THE RAILS" MEMBERSHIP MEETING****CHAPLAIN CONTACT INFORMATION**

DAVID STAMBAUGH EMAIL: [CHAPLAIN@NRHS1.ORG](mailto:CHAPLAIN@NRHS1.ORG) PHONE: 717-292-1726

IF YOU KNOW OF A CHAPTER MEMBER WHO IS SICK, LOST A LOVED ONE OR HAS A NEW BIRTH IN THE FAMILY, PLEASE CONTACT DAVID.

2:00 pm – Gather at the New Freedom Station

2:30 pm – Train Ride – 2 ½ hours – Frets & Strings, Jeff Greenawalt Hanover Junction Limited (½ hour layover at Hanover Jct.)

5:00 pm – Train Returns to New Freedom – Lancaster Chapter meeting in the open air car at the New Freedom station

Steam Into History, Inc • P.O. Box 128, 2 West Main Street, New Freedom, PA 17349 • 717-942-2370 • [www.steamintohistory.com](http://www.steamintohistory.com)



✂

**SUNDAY, JULY 20, 2014 - STEAM INTO HISTORY - LANCASTER CHAPTER "AWAY" MEMBERSHIP MEETING TICKET ORDER FORM**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_ ZIP \_\_\_\_\_

NO. OF ADULTS \_\_\_\_\_ @ \$19.00 EACH

NO. OF CHILDREN 3-13 \_\_\_\_\_ @ \$13.00 EACH

NO. OF GUESTS \_\_\_\_\_ @ \$25.00 EACH = TOTAL AMOUNT ENCLOSED \$ \_\_\_\_\_

PLEASE MAKE CHECK PAYABLE TO: LANCASTER CHAPTER, N.R.H.S.

MAIL TO: LANCASTER CHAPTER, N.R.H.S.

11 MARQUIS COURT  
LITITZ, PA 17543-7612

INFORMATION:

TOM SHENK

OFFICE - 717-299-6600 ext. 504

CELL - 717-314-4448

**LANCASTER CHAPTER BOARD of DIRECTORS**

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1ST VICE PRESIDENT:	RON IRWIN	717-299-6405	RIRWIN@NRHS1.ORG
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2ND DIRECTOR:	TOM McMASTER	717-274-5325	TMcMASTER@NRHS1.ORG
NATL REP & Web:	FRED KURTZ	717-200-1551	FKURTZ@NRHS1.ORG

**MEMBERSHIP MEETING NOTICE**

THE REGULAR MEMBERSHIP MEETING OF THE LANCASTER CHAPTER, N.R.H.S. WILL BE HELD AT THE CHRISTIANA FREIGHT STATION, CHRISTIANA, PA ON MONDAY, JUNE 16, 2014 STARTING AT 7:30 P.M.

**LANCASTER CHAPTER  
NATIONAL RAILWAY  
HISTORICAL SOCIETY**  
10 RAILROAD AVENUE  
CHRISTIANA, PA 17509-1416  
PHONE: 610-593-4968  
CHAPTER WEBSITE: [WWW.NRHS1.ORG](http://WWW.NRHS1.ORG)



THE LANCASTER DISPATCHER IS PUBLISHED MONTHLY AS THE NEWSLETTER OF THE LANCASTER CHAPTER, NRHS AND IS MAILED TO EACH MEMBER OF THE CHAPTER AS ONE OF THE BENEFITS OF MEMBERSHIP. ANNUAL MEMBERSHIP DUES ARE \$70 (INCLUDES BOTH LANCASTER CHAPTER AND NATIONAL). OPINIONS AND POINTS OF VIEW EXPRESSED HEREIN ARE THOSE OF THE EDITOR, STAFF OR CONTRIBUTORS AND NOT NECESSARILY THOSE OF THE MEMBERSHIP, OFFICERS, OR THE NRHS. THE DEADLINE FOR ALL ITEMS SUBMITTED IS THE THIRD MONDAY OF THE PRECEDING MONTH. ADDRESS CHANGES OR CORRECTIONS SHOULD BE SENT TO: RON IRWIN, 15 HIGHLAND DR., LANCASTER, PA 17602-3313 OR EMAIL: RIRWIN@NRHS1.ORG.

**PLEASE DELIVER PROMPTLY  
FIRST CLASS MAIL**

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MAIL

*Forwarding and Address Correction Requested*

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